

# Technology in Rural Transportation

A recent study documented more than eighty proven, cost-effective, “low-tech” solutions to rural transportation needs, most developed or implemented by local transportation professionals. One of these solutions is outlined below:



Learn all about the simple solutions on the Internet at  
<http://inform.enterprise.prog.org>

The simple solutions report is available from  
Hau To at (503) 892-2533, or email: [to@crc-corp.com](mailto:to@crc-corp.com)

## Speed Advisory on Curves

### Overall goal:

To increase the safety of drivers at a specific sharp curve.

### Technical approach:

A "BEWARE OF SHARP CURVE" sign is located prior to the curve. When a loop detector in the pavement detects that a vehicle is approaching the curve, beacons on the sign flash to alert the driver. Beacons are usually added to the sign to get attention since the sign may be ignored after some time.

The I-94 Mitchell International Airport interchange in Milwaukee, Wisconsin has a similar system, only radar detects the speed of the vehicle and a message sign flashes a warning "TOO FAST FOR CURVE" if the vehicle is traveling too fast.

### Current status:

The system is in place and operational.

### Location / geographic scope:

In Seattle, the curve is near the intersection of Lynn Street and 19th Avenue. In Milwaukee, the curve is located on the on-ramp to Eastbound I-94 coming from Mitchell International Airport.

### Agencies involved:

City of Seattle, Wisconsin DOT

### Cost information:

The detection and signage equipment installed is widely available and not costly. Installation and equipment costs can range from \$5,000 to \$10,000.

### Key contacts:

Bill Legg, Washington State DOT. (206) 543 3332  
Brian Kimber, City of Seattle. (206) 684-5096



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## Have goals been achieved?

There is anecdotal evidence that in general drivers have reacted positively to the system and have slowed down prior to the curve.

## Solution timeline:

The system is intended to be a permanent installation, and the Washington DOT has no plans to install the device on a statewide basis. Municipalities may make the choice on whether they need to install the system in certain areas.

